

THE  
GOLD MINES  
OF  
WESTERN KANSAS;

BEING A  
COMPLETE DESCRIPTION

OF THE  
NEWLY DISCOVERED GOLD MINES,  
DIFFERENT ROUTES, CAMPING  
PLACES, TOOLS & OUTFIT;

AND CONTAINING  
EVERYTHING IMPORTANT FOR THE EMIGRANT AND MINER TO KNOW.

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BY WILLIAM B. PARSONS,  
*WHO PASSED THE SUMMER OF 1858 ON THE PLAINS & IN THE MINES.*

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LAWRENCE, KANSAS:  
PRINTED FOR THE AUTHOR.  
AT THE LAWRENCE REPUBLICAN BOOK & JOB PRINTING OFFICE.  
1858.

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ENTERED, according to Act of Congress, in the Year 1858,

BY WILLIAM B. PARSONS,

In the Clerk's Office of the District Court of the United States for  
Kansas Territory, and the Second Judicial District thereof.



## NOTICE.

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THIS little work has been prepared especially to meet the wants of Emigrants and Miners. The Author, while making the journey to the Mines in 1858, saw the necessity of providing something of the kind for those who might cross the Plains in the future ; and, although he took notes with the intention of publishing a more complete and extensive description of the country embraced in his travels, he has, partly from a conviction of its superior usefulness and greater convenience, and partly from necessity, published it in its present form. He lays no claim to literary merit in its production, having no such object in view. If its meaning is clear, and its language intelligible to the Miners, the Author will be satisfied, even though some of his words, taken from the unwritten language of the Plains, *cannot* be found in Webster's Unabridged.

WILLIAM B. PARSONS.

LAWRENCE, DECEMBER, 1858.



# I.

## INTRODUCTORY.

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A NEW era has commenced in the commercial history of our country. As the discovery of gold in the mountains of California was the forerunner of an immense emigration, and the immediate cause of the erection of a new and powerful State upon the Pacific coast, so the recent discovery of the precious metal in and around the vast "Mother Range" of our Mountain System is destined to exert an incalculable influence upon the growth and prosperity of the country. That immense portion of our domain lying in the valley of the Missouri, and east of the Mountains, and which has so long been to most of our people like a land of myth, invested with all the fabled beauties and horrors of an unknown country, will become as familiar as the territory upon our Eastern border, and will disclose resources as valuable and permanent. Politicians and speculators will cease to wrangle over the advantages of this or that route for railroads and telegraphs, and these important aids to growth in wealth and population will seek their own locations, governed by the demands of trade and the unerring laws of progress—and thus the Atlantic and Pacific coasts, instead of being, as they now are, divided countries, will become parts of a compact whole, joined and cemented togeth-

er by bonds of mutual interest. If all history is worth anything, it teaches us unmistakably that a nation arrives at a high point of prosperity and grandeur not in a day or year, not by one or two strokes of fortune, but by successive steps taken through a long course of years, each one of which, though seemingly unimportant in itself, yet becomes of inestimable value to a country's welfare. An event occurs of general public interest—is discussed for a short period in the journals of the day, and is then dismissed from the public memory—when that same event, viewed in the light of history, becomes a link in a great *chain of events*, forged by destiny to bind States in a closer union, or to hold them in a more degrading slavery. And such events almost invariably occur at precisely the right periods of time to entitle them to the greatest consideration. The Mexican war drew to a successful close, and brought with it an immense accession to our territory, including California. But many years would have elapsed before it would have been of any considerable value without the intervention of some unusual cause. Gold—that powerful motor of civilization—was discovered at precisely the right time to prop up the falling ruins of a commercial fabric in the East, and erect a powerful Empire State upon the West; thousands were attracted thither, and the result is well known. But how shall the interests of the new State be consolidated with those of the old?—how shall the Union preserve its physical integrity with one of its members detached? Our emigrants and miners could pass through a foreign State for a time, but they were



liable to be interrupted by civil dissension or open war. The transit must come to be avoided, and our people rely upon their own channels of communication.

But how are the great difficulties of mountain and desert to be avoided? The knowledge which had through long years been accumulating, seemingly for this very purpose, through the efforts of those pioneers of commerce who had been sending their caravans to Santa Fe, and had thus gained the experience which would enable them to send them to any place where it would pay, provides the means. An overland mail was established; and in the same year the new gold mines were opened, to revive again a dispirited commerce, restore specie to a healthful circulation, regulate the mail route, and *build its legitimate successor, the Pacific Railroad*. This will be the grand result, as sure as there is any truth in history.

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## II.

### HISTORY OF THE GOLD MINES.

THE history of the gold mines of Western Kansas can soon be told. A brave and hardy class of men have for long years roamed through the vast solitudes of the mountains, attracted thither by the allurements of a hunter's life, and have become well acquainted with the whole extent of the country. The existence of gold upon the eastern slope of the mountains has long been

known to them, but their previous habits, confirmed by a course of years, and their necessities, which required meat and hides, rather than gold, which would bring them nothing, prevented them from following up the discoveries which they made. Their accounts found their way to the East, however, and were carefully treasured. Frequent rumors have also come to the States of fabulous quantities of gold which Indians were said to have possessed, and sold to various traders. All these reports have been circulated, but little believed, and no adequate effort was ever made to test their truth until the spring of 1858. At that time, by almost a common impulse, companies were formed at various points, for the purpose of visiting the mountains, and ascertaining beyond a doubt whether gold existed there or not.

In the Cherokee nation a large company was formed, under the direction of Capt. Beck, which departed for the mines in April. About the same time, parties of men left Ray and Bates Counties, Mo.; and in the latter part of May, forty-seven men, under the command of Capt. J. H. Turney, left Lawrence, K. T.; all having the same object in view. These parties were formed without having an understanding with each other, and, in the case of the Lawrence company at least, without any knowledge of the formation of the others. This is another instance of that mysterious arrangement before spoken of, which brings things about each in its appropriate season. Nothing has occurred to cause this season to be selected in preference to any before it or after it, and yet we find differ-

ent men selecting that particular time without any consultation with each other.

The first-named companies reached the mountains in July, and commenced prospecting the country. After a few days work, they thought the prospect was not sufficiently flattering to induce them to remain longer, and nearly all of them departed for the States. Thirteen men from Georgia, however, having from the first found gold pretty well distributed over the country, concluded to remain and test the matter to their perfect satisfaction.

The company from Lawrence, having made Pike's Peak their destination on their departure from home, encamped at its base on the 9th of July, and spent a few weeks in a fruitless search in that vicinity. After various wanderings, (which can have no interest for the emigrant whose only object is gold,) they arrived at Cherry Creek, a tributary of the South Platte River, on the 5th day of September. They found that since the departure of the Missouri companies the prospect of those left behind (who were men of experience in the mines of Georgia,) had been improving, and that they had expressed their deliberate opinion that the mines were rich and extensive. They immediately commenced work to satisfy themselves, and were well convinced that the *gold mines of Western Kansas had become a "fixed fact."*

### III.

#### DESCRIPTION OF THE MINES AND SURROUNDING COUNTRY.

A FULL description of the country—its mineralogy, botany and meteorology—will not, of course, be expected in a work of this character. Only the most prominent characteristics—the most *salient* points—will be given.

The tract which has thus far been definitely known to be auriferous may be pretty accurately bounded as follows: Commencing at a point on the summit of the Rocky Mountains, in latitude 39 deg. 30 min., nearly or on a parallel 30 miles north of Pike's Peak; thence running due east to a point 20 miles east of the easternmost range of the mountains; thence north to the latitude of Fort Laramie; thence west to the summit of the mountains. It will be observed that this description gives only the north, east and south lines, leaving the west line indefinite. This is done because, from the explorations thus far made, it is impossible to know how far into and over the mountains the gold extends. It may, and undoubtedly does meet the deposits of the western slopes, thus forming a golden belt to the Pacific; and, without doubt, the whole mountain range sweeping away to the north-west is auriferous throughout its whole extent to the north line of our Territory; but the above boundaries include that por-

tion with which the writer is more directly and personally acquainted. Within this tract and immediately south of it is the South Park. This Park is included within and bounded by the main or "Madre" range of the mountains and the spur which reckons among its giant masses the snow-capped summit of Pike's Peak. It is 150 miles long and 75 miles wide, and is the sixth in the succession of Parks from north to south. Its scenery is of surpassing beauty. The Platte, Arkansas, Rio Grande del Norte and Colorado all have their sources within its boundaries and the canons leading therefrom, and with their numerous tributaries nourish a growth of vegetation which recalls the luxuriance of the tropics, or the magnificence of the ideal world of the old navigators. Grand old forests of pine, cedar and fir alternate with wide-spreading fields of waving grass, furnishing food and shade for the herds of buffalo, deer, elk and antelope, and the more formidable bear, which roam through its wilds. Max Green speaks of some author who pronounces this the veritable garden whence "the four rivers went out to water Eden;" "and the gold of that land was good." Not many years will pass away before the wild Indian and game will alike disappear, and this Park become the happy home of thousands of peaceful inhabitants. As from a theatre the tide of humanity, which a few moments before was calm, surges along, eager for its escape, so from this theatre of mountain walls and snowy battlements, the South Platte, which flowed calmly enough inside, when crowded into the rocky gateway, rages and roars for its deliverance; and thus

for long years it has continued to struggle with its barriers, constantly wearing for itself a larger passage through them, and sweeping away towards the north-east to join itself with other streams which contribute to make up our gigantic system of watercourses. It leaves the mountains at an angle of about 15 degrees, and at a point 25 miles from Pike's Peak, while from nearly the same point other streams take their rise—affluents of the Arkansas. These streams flow nearly parallel with the mountains, and at an average distance of 12 miles from them; the country west of them being hilly up to the base of the mountains, while that upon the east is more nearly like other prairie country, and is, strictly speaking, a part of the plains.

The most noticeable feature of the country, next to its mountain masses, is the large growth of pine and spruce. The pine is found in large bodies along the base of the mountains, and the spruce farther up on the side, and more scattering.

The geological formation of the mountain masses is porphyritic and sienitic granite and old red sandstone, mingled with carbonates and sulphates of lime, and with quartz, the mother of gold. Iron is found in every section, and silver to some extent. Gold is found everywhere, equally on the highest hills and in the lowest valleys. As far as explored, it is found in small particles or scales, and deposited in drift from one and one-half to six feet below the surface. The mines being worked at last advices were upon the south-east bank of the South Platte River, from 80 to 90 miles north from Pike's Peak, 180 miles south

from Fort Laramie, and immediately west of the point where the Fort Laramie, N. T., and Fort Garland, N. M., road crosses the South Platte. The "diggings" are in the edge of the bottom, or the side of the bluff where it meets the bottom. As much gold can be found in the bottom, but the water renders some bailing or pumping apparatus necessary, which the writer did not possess; and the distance of the hills from water prevents them from being profitably worked; hence the diggings are between the two. The yield of the mines depends on the tools (which will hereafter be described,) and the conveniences for water; but it is safe to say that with ordinary tools and a fair supply of water, from six to eight dollars per day can easily be realized. Of course, more will be obtained by some, and hoped for by all. Richer diggings, in all probability, will be opened, water will be conducted nearer to them, and work done more systematically.—The above-named sum could be realized under the condition of things existing three weeks after the mines began to be worked.

The writer is well aware of the incredulity with which "gold stories" are received, and hence appends an extract from the affidavit of Wm. Hartley. Many others might have been obtained, and would have been, had this work been contemplated when the opportunity to take them was offered.

. . . . . "He worked on the following days, and on these days alone, digging and washing, viz.: on the 6th, 7th, 9th and 10th of September; the result of which was that he obtained a little over twenty dollars' worth of

gold, termed by the old miners at the mines 'float,' 'drift' or 'scale' gold; that, in his opinion, the tract of country in the immediate vicinity of the mouth of Cherry Creek, embracing a tract some two hundred miles in length from north-west to south-east, and one hundred miles in breadth, is rich in deposits of gold; and in the divides of the headwaters of the Arkansas, South Platte, Colorado and Rio Grande rivers, *the whole country is auriferous.* . . . He further states that he left off digging in the mines on account of his services as a surveyor being called into requisition; and that he left the mines for the East on the first day of October, 1858, in order to be able to reach the settlements before the cold weather set in."

[Signed]

WM. HARTLEY.

[SEAL.]

Sworn to and subscribed before me, this eighteenth day of November, A. D. 1858.

GEORGE C. BRACKETT,

NOTARY PUBLIC.

The following, from the *Kansas City Journal of Commerce*, is also introduced, both because the news brought by Mr. Smith is the latest received from the mines, and because his opinion will have the more weight from the fact that he is an old miner, and, besides, he would not believe what the writer and others had told the public, but went to see for himself.

"Mr. S. S. Smith, who went out from this city on the first day of October last, for the Pike's Peak gold mines, returned on Sunday, the 14th inst., being forty-four days making the trip. He left the mines on Cherry Creek on the 30th of October. Mr. Smith is well known to many of our citizens. He has been in the California mines for some years, and has perhaps traveled further the past season in



search of gold than any other man on the continent. He left California last summer for Fraser River, remained some time at the Colville mines, but was driven away by the Indians; crossed the country and the Rocky Mountains to the head-waters of the Missouri, descended the river in a canoe to Fort Randall, where he found the steamer D. A. January, on which he shipped to Kansas City. Arriving here about the period of the first gold excitement, he determined to visit Pike's Peak, and started on the first of October, and reached his destination on the 27th. On the 28th he went out prospecting upon the head-waters of Cherry Creek, working only four hours, with a shovel and pan, and obtaining between four and five dollars in gold dust. Obtaining such information from the miners as he deemed of importance, he started back the next day.

This stream is reported to be about twenty-five miles long; has its source, not in the mountains, nor in the prairies, but near some high divides. About three miles from the head of this stream he found nine men at work. At certain seasons of the year the creek is dry near its mouth, but for twenty miles there is water the year round.

The miners all agreed that from five to twenty-five dollars per day could be easily made on any of the streams of that section of the country, with the proper mining apparatus. As yet, very little prospecting has been done, and that little very poorly.

Chub Creek, Medicine Bow, Cherry Creek, and a few other streams, comprise the whole prospecting circuit of the miners now there.

All the miners agreed in their expression of opinion to Mr. Smith, that far richer deposits would be found in the coming spring than any yet discovered.

None of the miners were at all prepared for prospecting,

or for extensive mining. They were, however, tolerably well supplied with provisions, large numbers of Mexicans being engaged in sending flour and beans to the mines on pack mules.

All through New Mexico preparations were being made to take large quantities of provisions there in the spring; also, very many Mexicans were preparing for mining operations. All the miners were in good spirits, and intend to remain in the mines—the Indians having prophesied a mild winter.

From Cherry Creek to the crossing of the Arkansas, Mr. Smith was seven days, finding plenty of good grass, wood and water the whole distance, which Mr. Smith computes at 263 miles. He made this distance on mules, having an extra mule for packing blankets and provisions. He arrived at the Arkansas on the 6th instant, at 8 o'clock in the evening, and at 11 o'clock of the same night the Santa Fe mail arrived. Making his mules fast to the mail wagon, he came the balance of the distance with the mail.

At Little Cow Creek, ten miles this side of the Arkansas, he found the party which he started with encamped. On his way in he met about fifty persons on their way to the mines. None of the trains had as yet met with any delay on account of the snow. There had been three light snow storms, the snow melting in a few hours. Mr. S. says he understood that most of the trains intended to camp for the winter, as soon as they could find suitable camping places.

At Diamond Spring he overtook three of the Georgia company, who were coming in with \$3,500, which they informed him was what thirteen men had taken out in ten days. This company has been some time in the mines, but has been mostly engaged in prospecting, hunting, looking out town and mill sites, &c.

They have traveled over a large extent of country, are well satisfied, and have sent in these three men to make purchase of a mill.

Flour in the mines was selling at from \$20 to \$25 per sack. Whisky was worth at the crossing \$1 per quart, and in the mines there was no tariff on the commodity.

Mr. Smith further says that he has evidence sufficient to convince him that no better prospects for finding large quantities of gold can be found in any of the gold regions of the Pacific. He also informs us that he was well aware of gold having been found in this locality ten years ago; but at that time the discoveries of gold in California were being made, and no attention was paid to the report of gold in the Rocky Mountains.

Mr. Smith made the trip for the express purpose of ascertaining how rich these mines were, in order that he might decide between them and the Fraser river mines. He is now satisfied, and next spring, if alive, he will again be at Pike's Peak."

Having given a fair opportunity to the reader, we shall suppose that he has decided to try his fortune at gold-hunting, and shall endeavor to outfit him, conduct him safely to the mines, and set him intelligently at work.

## IV.

### OUTFIT.

THE comfort of the miner, and perhaps his success, depends upon his outfit. With poor stock and wagons he will fail to reach the mines; and with poor tools he will work at a disadvantage when he arrives there. Without instructions, many would load their wagons with a mass of useless knick-knacks, superfluous toilet arrangements, &c., leaving the most important, substantial articles at home. The following outfit has been made up from the writer's experience, combined with that of many others, and can be relied upon as correct. It is intended for four persons for six months. If less than four occupy a wagon, the cost will be more in proportion. Emigrants should outfit in companies, as they can thereby purchase their goods cheaper, and make some of the articles do for the whole train.—Companies should be formed, also, for mutual protection along the route.

ARTICLES.	WEIGHT—lbs.	COST.
Three yoke of oxen,.....		\$180,00
One wagon, (wooden axletree,)..		100,00
10 sacks flour, .....	1000	35,00
200 lbs. sugar, .....	200	20,00
600 lbs. bacon, .....	600	60,00
80 lbs. coffee, .....	80	12,00
80 lbs. rice, .....	80	5,20
10 lbs. tea, .....	10	7,00
12 lbs. saleratus, .....	12	1,20
4 lbs. tartaric acid, .....	4	1,75
Carried forward, ....	1986	\$422,15

ARTICLES.	WEIGHT—lbs.	COST.
Brought forward,...	1986	\$422.15
40 lbs. tobacco,.....	40	12.50
25 lbs. powder,.....	25	8.50
100 lbs. lead,.....	100	10.00
100 lbs. dried apples,.....	100	9.00
20 lbs. dried peaches,.....	20	9.00
80 lbs. salt,.....	80	2.50
5 lbs. pepper, .....	6	1.25
4 bushl. beans, .....	240	8.00
$\frac{1}{2}$ bbl. crackers, .....	40	3.00
1 ten gallon water keg, .....	15	1.50
10 galls. vinegar, .....	100	2.50
1 coffee mill,.....		.60
2000 gun and pistol caps, (Eley's water proof,) .....		1.25
4 gross matches,.....		1.00
1 box pickles,.....	50	7.00
25 lbs. soap,.....	25	2.00
1 box candles, .....	40	10.00
4 picks,.....	30	5.00
4 shovels, .....	20	6.00
2 axes,.....	8	2.50
4 pans, .....	5	1.00
2 chisels,.....	2	2.00
2 augurs,.....	2	1.25
1 saw, .....	3	1.50
1 frower, .....	4	1.25
1 draw knife,.....	1	1.25
1 skillet,.....	10	1.75
2 coffee pots,.....		1.00
8 tin plates,.....		.50
8 tin cups,.....		.50
2 frying pans,.....	8	1.50
4 butcher knives,.....		3.50
12 knives and forks,.....		3.00
12 pairs blankets,.....		40.00
$\frac{1}{2}$ bbl. whisky,.....	175	8.00
4 water buckets,.....		1.00
2 small tin buckets,.....		1.25
4 gold pans,.....	10	3.00
60 feet rope,.....	8	1.50
2 sheets iron,.....	20	3.00
Total,.....	3,173 lbs.	\$593.41

There are many things not mentioned in this list which many persons will wish to take with them, and some things in it which are not absolutely necessary. Every person will exercise his own judgment to a certain extent. The cost of a rifle is omitted, as it depends in a great measure upon the taste of the individual. Light sporting rifles, with fancy stocks, are not suitable to withstand the rough usage of the plains—neither should too heavy rifles be taken. One that carries about forty bullets to the pound, and strongly built, is the most suitable; that known as the “Hawkins Rifle” being preferable to any other. Revolvers can be obtained at prices varying according to the sharpness of the person trading for them. It is quite a question with every company, whether to take oxen, horses or mules. The writer’s recommendation is,—to take mules first, then oxen, and horses last. Mules will make the trip quicker and easier, and be worth more at the end, than oxen, but they cost about twice as much. With the outfit given four mules would be necessary, which would cost \$400. American horses are of very little account; they are not capable of undergoing the privations of feed, water and stabling in storms which the journey makes necessary, like mules or oxen.

The clothing should be of the simplest and most durable material. White Marseilles shirts, fancy gaiters and kids should be left at home, and in their place should be taken two or three pairs of strong, heavy pants, six flannel shirts, three pairs of durable boots, a coat and a military overcoat. This will be ample

clothing for six months. A thoughtful man will not forget pins and needles, buttons, silk and thread, scissors, looking glass, combs, fish hooks and lines, pipes and stems, pens, ink, paper and envelopes. Although people are very rarely sick upon the plains, yet, a few simple medicines, such as any physician might direct, would be convenient, and should be taken. These articles are not included in the table, as they cost but little, and have but very little weight; but they must be noted nevertheless.

Under the head of "outfit," the arrangements which should be made preparatory to starting for the mines may properly be spoken of. Emigrants should endeavor to form themselves into companies, for mutual assistance and protection. Although the Indians behave themselves in a very respectful manner towards a large company, they might not be equally polite to a company of three or four. It is as natural for them to steal as to breathe; and they will most certainly stampede and run off stock if they see an opportunity that can be successfully improved. Consequently, companies must be on the constant lookout, and if they are small, the burden thrown upon each one is extremely onerous. If a large number emigrate from the same section of country, they very naturally form themselves into a company. Small parties can easily combine with each other at the time of starting. Any such will be incorporated into companies, under certain conditions, and each company be provided with a guide, on application to the author, at Lawrence, K. T., at any time after the 1st of April, 1859.

By making Lawrence their rendezvous, they will have the advantage of the best of pasturage near the town, for the time they are procuring their outfit and organizing; and they can also procure their outfit at that place, at prices as reasonable as elsewhere, and thereby save thirty or forty miles hauling, which is of much account to stock, and have a reasonable choice in the routes to be hereafter described. The amount of corn and other grains raised in Douglas county, (of which Lawrence is the county seat,) and in the counties above in the Kansas valley, in the year 1858, is unprecedented in the history of a new Territory, *the yield being larger than in any of the new States*, in many of which the crop has failed to a great extent. Stock has been driven the present season in large numbers from the border counties of Missouri into Kansas, to be wintered. As a consequence of such an abundance of produce, everything in that line will be *cheaper in Douglas county than in any other county in the West*.

The author will return to the mines some time in April—probably about the 20th,—and will conduct a company from Lawrence as a starting point. Iowa and Nebraska emigrants, and those from Northern Missouri, will, naturally enough, outfit at Omaha, Nebraska City or St. Joseph; but all Eastern and Southern emigrants will come by the way of St. Louis and the Missouri River, landing either at Kansas City, Mo., Wyandot or Leavenworth, from each of which places there is a line of daily stages to Lawrence.



## V.

### ROUTES.

Of these there are three: 1st, by way of the Santa Fe road to the point where it crosses the Arkansas river, thence up the Arkansas, by way of Bent's Fort, Fontaine qui Bouille and Jim's Camp, to Cherry Creek, and known as the "Southern" or "Santa Fe" route; 2d, from Lawrence up the valley of the Kansas, by way of Tecumseh and Topeka, to St. Mary's Mission, thence to the Leavenworth and Fort Laramie road at Cottonwood Creek, thence by way of Fort Kearney to the crossing of the South Platte, and up said river to Cherry Creek, and known as the Northern route; 3d, same as last to St. Mary's Mission, thence to Fort Riley, thence up the Smoky Hill Fork, across to the head-waters of the tributaries of the Platte, to Cherry Creek, and known as the "Middle" or "Smoky Hill" route. Each of these will be described. The distances will be found in tabular form at the close of the subject.

1st. SOUTHERN ROUTE.—Commencing at Lawrence, the road runs off towards the southwest, crossing the Wakarusa at McGee's crossing, six miles from the city; thence passing through Clinton and Twin Mound to Camp Creek, sixteen miles; thence to 110 Creek, sixteen miles farther. At this point we strike the Santa Fe road, 100 miles from Kansas City. Cross

the creek, and good camping places will be found on the west side. And here, in starting, let me mention a rule—*Always cross a creek before camping.* The streams rise so rapidly upon the plains that a slight shower at night might prevent crossing in the morning, but would be no hindrance to travel on the prairie beyond. Six miles from “110” is Switzer Creek and the flourishing town of Burlingame. Thence to Dagoon Creek is six miles more. Wood, water and grass will be found on the west side of the creek, and south of the road. After a good day’s drive we reach Bluff Creek, 21 miles from Dagoon, and find wood, water and grass. Eight miles farther takes us to Elm Creek, four miles to “142,” and four miles more to Council Grove. This place is on the Neosho River—has long been a place for traders to rendezvous—been lighted by the council fires of many years—and may now be considered as the outpost of civilization in this direction, for, although houses will be found at various points beyond, this is the last post-office, and the last store at which a full assortment can be found. Supposing that the emigrant is a member of a company, as before hinted, this is the place to fully organize, if it has not been done before. Three officers are needed—wagon master, assistant wagon master, and captain of the guard. You should select a man of experience with teams—a man of promptness and undoubted courage—a man who will do a thing when he has said it, and make others do the same. Select him with care, and, when you have selected him, *obey implicitly every order which he may give*, without ques-

tioning its correctness. From the nature of the case, his power must, in a certain sense, be absolute; and the success and safety of your train will in a great degree depend upon the encouragement and support which you give this officer. The assistant wagon master is general aid to the wagon master, and should consider it his special duty to select camps. It is the duty of the captain of the guard to arrange and call the guard daily and nightly, under the direction of the wagon master. Every person, excepting the officers, should be compelled to perform guard duty, and no one should seek to excuse himself on any ground except absolute inability from sickness. Men are very liable to complain about this duty. Some rainy night an extra guard will be called, and it requires some self-control to crawl out of warm and dry blankets, shoulder a rifle, and walk four hours in the rain, without grumbling at the guard captain; but it must be done, and the less complaining there is the better it will be for all concerned. Your organization being completed, guards should thereafter be kept out constantly when the stock is detached from the wagons, by day as well as by night. Stock are equally, and perhaps more, liable to be stampeded by buffalo than by Indians.

The train should "roll out" in the order prescribed by your commander; any wagon or mess that fails to be ready to start at the word thereby loses its place in the train.

The next station beyond Council Grove is Diamond Spring Creek, 15 miles. At this place the Santa Fe

Mail Company have a station. Water is furnished by a beautiful and very large spring, from which the creek derives its name, which will be found inside of the stone corral, and about one hundred yards below the house. Passing along over a dry and timberless prairie, you will arrive at Lost Spring, 16 miles from Diamond. The spring itself is rather difficult to find. A large basin will be noticed—the ravines defiling towards the northwest. Upon entering this basin, turn to the right, and the spring will be found on the lowest ground, under a bluff thirty feet high. There is no wood here, but buffalo chips are plenty, which answer the purposes of fuel very well.

From Lost Spring the distance is 20 miles to Cottonwood Creek; where is wood, water and grass, and a trading post. Buffalo also begin to appear. Twenty-five miles, without wood, and with very little water in holes along the road, brings us to Turkey Creek.—There are several small creeks near to each other, and the writer was puzzled to know which was Turkey Creek. However, it makes but little difference, as the water in all is about the same, being stagnant, and no wood on either. Fifteen miles farther west is the Little Arkansas—the first stream on the road that is dignified by the name of “River.” The crossing of this stream was very bad in June, 1858, and always must be. A bridge was in process of erection when the writer passed, and will probably be finished before the spring of 1859. A trading post will be found here; running water, wood and grass, and buffalo, in abundance. Little Cow Creek is 13 miles farther on,

and Cow Creek two miles farther still. A moderate supply of wood will be found on both creeks, and generally water in both. Plum Buttes, 12 miles from Cow Creek, can be easily recognized, being prominent, and plentifully inscribed with names and dates. No wood, and a very little stagnant water.

After traveling 13 miles farther, we reach the Arkansas River, and find wood and water in abundance. Five miles up the river is Allison's ranche, at the junction of Walnut Creek and the Arkansas. Mr. Allison has a strong house and corral, built of logs set endways in the ground, forming a safe defence against the Indians. Arapahoés and Cheyennes will begin to show themselves; all will present papers, from which you will learn that "the bearer is a Cheyenne chief, intelligent and brave, and earnestly desires a little flour, sugar and coffee."

The best advice that I can give in regard to intercourse is, to treat them well invariably. If they come in bands of three or four, feed them,—or if in bands of two or three hundred, feed their chief men. Watch them constantly, or they will steal everything which you have. Trade with them freely if you need their mocassins, robes or belts; but keep your arms in good order, and always ready for use. Be kind, and yet cautious; and you will have no trouble with them.

It is 20 miles from Walnut to Ash Creek, at which place there is wood, but the water cannot be depended upon, as it becomes dry early in the season. Six miles will bring us to Pawnee Fork, where is plenty of wood and water. At this place the emigrant will do well to

fill his canteen (as indeed he always ought to do,) and his water cask, as water is scarce for a long distance beyond.

After leaving Pawnee Fork 4 miles behind, two roads will be found—one following the river, and the other leading across the prairie, cutting off some forty miles distance. The “cut-off” can be safely taken any time before the first of July; after that time it would be dangerous, on account of the scarcity of water. From Pawnee Fork the distance to the next water—Coon Creek—is 33 miles, better traveled in the night if the weather is warm. There is no wood at Coon Creek. From Coon Creek to Whitewater (a very small amount of water) is 20 miles; thence to the Arkansas again, 23 miles. After striking the Arkansas, no dependence can be placed on finding wood until we reach Bent’s Fort. There is a little timber in places, and some drift wood, but it does not occur at right intervals for camps. Whenever you *do* find wood, put some in your wagons, or swing it under them.

No particular directions can be given in relation to camps upon the Arkansas. The road is at a distance from the river varying from half a mile to two miles; and the assistant wagon master should have a horse, and never fail to attend to the selection of camps.—The only circumstance that will govern the choice of camps will be the supply of grass, as water can be obtained at one point nearly as well as at another. The prairies are very sterile—nothing growing in many places except cactus and sage brush; and if a train finds a tract of green grass on some bottom, or in

some turn of the river, as early as three or four o'clock in any day, they had much better camp than proceed with the chance of their stock suffering.

From the point above mentioned, where the road a second time strikes the river, to the point where the Santa Fe trail crosses the river, is 27 miles—the ruins of Fort Atkinson being near the road. At this point we leave the Santa Fe trail, keeping upon the north side of the river. The distance thence to Bent's Fort is 150 miles, the route being of the character already mentioned. Bent's Fort is situated at the "Big Timbers," and near the corner where New Mexico "jogs in" to Kansas. It is built of stone, in a rectangular shape, about 125 feet long, 100 feet broad, and 14 feet high; has two entrances—one upon the north, and one upon the east side; and is altogether a strong fortification for the purposes for which it was erected.—From Bent's Fort to Bent's Old Fort the distance is 35 miles, wood, water and grass being moderately abundant. The mountains on the southwest are the Raton, and on the right Pike's Peak.

The road continues upon the river 50 miles farther, and then leaves it, bearing to the right. Fifteen miles from the Arkansas it strikes the Fontaine qui Bouillo creek, at a beautiful grove of cottonwoods called Independence Camp. The last named creek has its source in the canons beneath Pike's Peak, and flows south into the Arkansas River, at an average distance of 12 miles from the base of the mountains. The highest elevation in the northwest, from the last mentioned camp, will be recognized as Pike's Peak. The road

follows up the stream 18 miles, and then leaves it, and bears to the right 15 miles to Jim's Camp, which is 15 miles east from Pike's Peak. At this place will be found a good supply of wood and very fine water.—From Jim's Camp the distance is 12 miles to "Brush Corral," or the entrance of the "Pinery." The corral will be easily found. It was built by Col. Loring, of the U. S. army, who led a detachment destined for Utah over the route in May, 1858. The next camping place is O'Falley's Grave, 12 miles distant, the whole way being through the pinery, and marked by the various camping places of Colonel Loring—broken wagons and dead animals, all of which attest the difficulties of his march. O'Falley's grave is in an amphitheatre of hills and rocks—a peaceful valley, watered by a beautiful stream. O'Falley was one of the victims of Col. Loring's march.

From O'Falley's Grave to the head of Cherry Creek the road is still through the pinery, 14 miles; thence 35 miles—water all the way to the Cherry Creek diggings. Cross the creek at the first road that leads across. After traveling two miles, you will reach the Platte, which, followed up five miles, will bring you to the "diggings."

ROUTE No. 2, (SOUTH PLATTE.)—Starting from Lawrence, this route lies up the valley of the Kansas, through Big Springs, Tecumseh and Topeka; crosses the Kansas six miles above Topeka, at Baptist Mission, and passes through St. Mary's Mission, 40 miles from Lawrence—country all settled, and wood and



water plenty. From St. Mary's Mission you pass on to Red Vermilion, 12 miles; Rock Creek, 18 miles; Black Vermilion, 20 miles; Big Blue, 8 miles; and meet the Leavenworth and Laramie military road 16 miles farther, and 135 miles from Leavenworth. The road to this place is known as the old California road, over which the overland emigration in 1849 and 1850 passed. At all the points mentioned, wood, water and grass is abundant.

From the point last named to the Cottonwood is six miles, and to the Little Sandy is 12 miles; thence to Rock Creek again, 17 miles. Wood, water and a store at this place.

The next point is Patterson's, 18 miles from Rock Creek. From Patterson's to McDowell's Ranch is 20 miles; thence to Russell's Rancho, or "Little Blue Station," 24 miles, water and wood being abundant the whole way. Mr. Russell has a fine stock of goods at this point, and emigrants in need of any supplies will find him prepared to furnish them, and they will, moreover, find him to be a gentleman, which cannot by any means be said of every one you meet upon the plains. Four miles beyond this station the road leaves the Little Blue, and passes nine miles over a ridge destitute of wood and water. It there strikes the creek again, and follows it 15 miles to "Hume's," a mail station. Thence, 12 miles more brings us to "31 mile creek," after which we have 26 miles without wood, and with stagnant water only found in two or three ponds, until we strike the South Platte River, five miles from Fort Kearney. This is a military post of

the United States, garrisoned by two or three companies of infantry and cavalry, and under the command of Col. May, of Mexican renown. Beyond Kearney a few settlements will be found, mostly mail stations.—The road does not leave the river after passing Fort Kearney, except at a few points, being at an average distance of one or one and a half miles. The principal land-marks will be noticed in the table of distances.

Grass is not very abundant beyond Kearney, and east of the crossing of the South Platte, or rather *was* not very abundant in 1853, on account of the vast number of animals which passed over the road. It will probably be better next season. There is no wood of any account between O'Fallen's Bluff and Fort St. Vrain (see table). Water will be found without much difficulty the whole way.

Leave the mail road at the point where it crosses the South Platte; and, turning to the left, follow up the south side of the river *all the way to the mines*. The distance from the crossing to the mines is 230 miles.—The first Fort is 50 miles this side of the mines, the middle one 38, and the last one 30. Cross Cherry Creek at the point where the Fort Laramie and Fort Garland road crosses the South Platte, and five miles beyond will be found the homes of the miners.

ROUTE No. 3, (MIDDLE, OR SMOKY HILL.)—This route leads from Lawrence to Big Springs, 15 miles; thence to Topeka, 10 miles; Baptist Mission, 5 miles; Wabonsa, 40 miles; Manhattan, 12 miles; Fort Riley, 15 miles. Thus far it is through a country thickly settled, and well watered and timbered all the way, and

crossing the river at Manhattan. From Fort Riley, pass up the Smoky Hill Fork, 52 miles, to Salina, and thence up the stream 130 miles more, to the point where the Pawnee trail strikes the Smoky Hill. At that point leave the Smoky Hill, and take a southwest course, 35 miles, to Pawnee Fork, and 35 miles more to the Arkansas, striking the river at the point where the Santa Fe trail crosses it, and 20 miles up the river from Fort Atkinson; thence follow up the river, as directed in the description of the southern route.

Pawnee Fork will be found about midway between Smoky Hill and the Arkansas, and water for stock in ponds and dry creeks along the road. Pawnee Fork is a clear stream, about forty feet wide, and one foot deep, and is the only place in the seventy miles where wood can be found—*bois de vache*, or buffalo chips, being abundant, however.

After arriving at the Arkansas, the route is the same as that before described. An improvement might be made in this route, by going from Big Springs to Brownville, 33 miles; thence to the bend of the Mormon trail where it turns north, 33 miles; thence southwest, 16 miles, to the Sac trail; thence due west, 40 miles, to Salina; thence up the Smoky Hill, as before.

The routes given can all be varied somewhat, and in some cases, perhaps, with advantage. As an instance, the northern route might be altered, by going to Fort Riley; thence up the Republican and Little Blue to Hume's Station, as before mentioned, and onward by Kearney; but most of the emigration will pass over some of the routes described, and the ques-

tion naturally arises with each person,—Which is the best one?

Each one has some advantages peculiar to itself.—The Santa Fe route is undoubtedly the best *road*, but it runs *across* the watercourses for a good part of the way, thus making numerous intervals without grass, wood or water—these intervals being small, but still inconvenient in case of unavoidable delay at any point between the creeks; and, besides, this route is the *longest*, and leaves the settlements about 125 miles from Lawrence. The northern route has better water and grass than the Santa Fe, and is some 46 miles shorter; but the road from the crossing of the South Platte to the mines is very sandy and heavy—sufficiently so to compensate for fifty miles or more. The middle or Smoky Hill route is 4 miles shorter than the Santa Fe, and 42 miles longer than the northern, but *it follows on the banks of streams the whole distance*, except about 130 miles, thus enabling the emigrant to reach water at any point that he may desire or be compelled to. The grass is of the finest quality, and uninterrupted; and the country is settled by an agricultural population nearly 200 miles from Lawrence. The mines are a few miles north of a parallel running through Kansas City or Lawrence. It will thus be seen, that by the Santa Fe route we pass a considerable distance *south* of a direct line; and by the northern route fully as far *north* of a direct line to the mines. By the middle route we take an air line, as near as the nature of the country will ever admit. A single glance at the map will suffice to convince

any one that the most direct and natural route for post roads to Western Kansas, or for a railroad to the Pacific, is, and must be, up the valley of the Kansas.—Population and wealth work their way first along the watercourses. The largest and oldest settlements in the Territory are in the valley of the Kansas; and it will maintain its precedence in wealth and population, and in the development of agricultural and mineral resources. The author is not personally acquainted with this route, having gone out by the southern, and returned by the northern, but he has gained his information from Colonel Fremont's report, and the accounts of gentlemen of his acquaintance whose means of information have been extensive, and upon whom he can rely. The Kansas Stage Company intend to make an accurate survey of the route, and put a line of stages upon it in the spring.

The following is a tabular statement of the distances by the several routes:

### Middle Route.

#### LAWRENCE—

Big Springs,.....	15	
Topeka,.....	10	25
Baptist Mission,.....	5	30
Wabonsa,.....	40	70
Manhattan,.....	12	82
Fort Riley,.....	15	97
Salina,.....	52	149
Point where the Pawnee Trail strikes Smoky Hill,.....	130	279
Pawnee Fork,.....	35	314
Arkansas Crossing,.....	35	349
Bent's Fort,.....	150	499
Thence as described in Santa Fe Route to the Mines,.....	207	706

## Santa Fe Route.

## LAWRENCE—

Yates's Crossing,...	6	
Camp Creek,.....	16	22
[Kansas City to 110—80 miles.]		
110,.....	16	38
Burlingame,.....	6	44
Dragoon Creek,....	6	50
Bluff Creek,.....	21	71
Elm Creek,.....	8	79
142,.....	4	83
Council Grove, ....	4	87
Diamond Spring,...	16	103
Lost Spring,.....	16	119
Cottonwood Creek...	20	139
Turkey Creek,.....	25	164
Little Arkansas,....	15	179
Little Cow Creek,..	13	192
Cow Creek, .....	2	194
Plum Buttes,.....	12	206
Arkansas, .....	13	219
Walnut Creek,.....	5	224
Ash Creek,.....	22	244
Pawnee Fork,.....	6	250
Coon Creek,.....	33	283
Whitewater,.....	20	303
Arkansas, .....	23	326
Cross's Santa Fe trail,	27	353
Bent's Fort,.....	150	503
Bent's Old Fort,....	40	543
Huerfano, .....	40	583
Fontaine qui Bouille,	15	598
Point where road crosses		
Font. q. Bouille, 18		616
Jim's Camp,.....	15	631
Brush Corral,.....	12	643
O'Falley's Grave, ..	12	655
Head Cherry Creek, 14		669
Crossing,.....	35	704
MINES,.....	6	710

## Northern Route.

## LAWRENCE—

Big Springs,.....	15	
Topeka,.....	10	25
Baptist Mission,....	5	30
St. Mary's Mission, 10		40
Vermilion,.....	12	52
Rock Creek,.....	18	70
Big Vermilion,.....	20	90
Big Blue,.....	8	98
Leav. & Laramie road	16	114
[Leavenworth to this point, 135.]		
Cottonwood Creek,..	6	120
Little Sandy,.....	12	132
Rock Creek,.....	17	149
Patterson's, .....	18	167
McDowell's, .....	20	187
Russell's Ranch,....	24	211
Hume's, .....	24	235
31 Mile Creek,.....	12	247
5 Mile Creek,.....	26	253
Fort Kearney,.....	5	258
17 Mile Point,.....	17	275
Plum Creek,.....	18	293
Cottonwood Spring, 40		333
Fremont Spring,....	40	373
O'Fallon's Bluff,....	5	378
Cross's South Platte, 40		418
Fort St. Vrain,....	200	618
Cherry Creek,.....	40	658
MINES,.....	6	664

## GENERAL TABLE OF DISTANCES.

KANSAS CITY—		KANSAS CITY—		KANSAS CITY—	
110,	80	Lawrence,	45	Lawrence,	45
Council G've,	49 129	Fort Riley,	97 142	Fort Kearney,	258 303
Bent's Fort,	416 545	Bent's Fort,	402 544	S. Platte csgg.	160 463
Mines,	207 752	Mines,	207 751	Mines,	246 709
LEAVENWORTH—		LEAVENWORTH—		LEAVENWORTH—	
Lawrence,	35	Lawrence,	35	Marysville,	130
Council G've,	87 122	Fort Riley,	97 132	Fort Kearney,	149 299
Bent's Fort,	416 538	Bent's Fort,	402 534	S. Platte csgg.	160 459
Mines,	207 745	Mines,	207 741	Mines,	246 705
NEBRASKA CITY, N. T.		ST. JOSEPH, Mo.—		QUINDARO—	
Fort Kearney,	180	Fort Kearney,	190	Lawrence,	35
S. Platte csgg.	160 340	S. Platte csgg.	160 350	(Daily stages running over a good road.)	
Mines,	246 586	Mines,	246 596		

## VI.

## DIRECTIONS AND TOOLS FOR MINING.

THE person that imagines that he is about to realize a princely fortune by mining, and have an easy task in doing it, will find, on trial, that he was never more mistaken in his life. Some men whom the writer has seen on their way to the mines, were indulging the pleasing reflection that, by damming some stream and turning it from its course, they will find nuggets in the bottom like paving stones, or that the discovery and exploration of some cave will reveal stalactites and stalagmites of the alluring "mammon of unrighteousness" waiting to be broken off and "bagged." Deluded mortals! Days of severest labor will be the realization of their dreams. The author has done a little of almost everything, from chopping cord-wood

down to preparing hand-books for travelers, but has never yet found anything that draws on the physical part of him like mining. Let every man make up his mind to work, or to come back from the mines poorer than when he went. Some will undoubtedly make fortunes in a day, but they are those lucky ones who will blunder into a fortune at some time or other, anywhere.

The methods of mining will be easily and quickly learned by experience; but some directions will be expected, and hence will be given. But first, a few words in regard to tools.

A shovel of the ordinary kind, a strong pick and a pan are absolutely necessary. The pan for washing is made like a common ten-quart milk-pan, only the sides are more "flaring," and have a rim around the top, by which the pan can be more easily handled.— Besides these, a "Long Tom" and a "cradle" or "rocker" are used. A description will be attempted that will enable a mechanic to manufacture them.

1. *The Cradle*.—Imagine a baby's cradle with one rocker smaller than the other, so that the foot of the cradle will be lower than the head; then knock out the foot-board, and fasten a bar across the top of the cradle about as far from the head as the cradle is wide, in such a way as to make a support for a square sieve to rest upon; then make a box, with a sheet-iron bottom, with holes three-fourths of an inch in diameter punched in it, which will make the sieve. This rests on the top of the cradle, and over the square place at the head before spoken of.



Then, under the sieve, "cleats" must be nailed upon the side of the cradle, and on the inside, inclining towards the "head" in such a way as to support an "apron" or frame covered with cloth. Now nail a bar, one inch high, across the bottom of the cradle, in the middle, technically called a "riffle bar," and another three-quarters of an inch high, across the foot, and the cradle or rocker is done. The operation of the tool is simply this: the dirt is placed in the sieve, and water conducted into it—the cradle, at the same time, being constantly rocked. The dirt and gold is thus separated from the gravel, and washed through the sieve—the apron receiving the dirt and water, and being inclined towards the head, as described, prevents the gold from going out from the cradle with a rush. The stream then flows off the apron, strikes the bottom of the cradle, and turns to run towards the foot. The gold being heavier than the sand, will sink against the bars, and the water and dirt will run out. The gold will of course be mixed with more or less black sand, and may be washed out at the end of the day with the pan.

2. *The Long Tom*.—This is simply a trough, 14 or 16 feet long, 15 inches wide, and 6 deep. The side boards should extend fifteen inches beyond the bottom at one end, and be bevelled up like the front end of a sled runner. On this extra length of side boards, a piece of sheet iron, perforated as in the rocker, is to be nailed, and fastened at the same time to the bottom. Besides this trough, a box must be provided, similar to the cradle, without the sieve and apron. The Tom is

then placed in an inclined position, the end on which the iron is nailed being the lowest. Under the lower end the "riffle box" is placed, the dirt shovelled into the trough, and a stream of water let in at the upper end. As the water passes through, the dirt is stirred and mixed with it, and the fine dirt and gold passes through the sieve, and, filling into the box, is caught as in the rocker, and may be washed out with the pan at the end of a day or half day, as in the case of the rocker.

Besides these ways of separating and saving gold, sluices are often used, which are nothing more than a succession of Long Toms so arranged as to employ a large gang of men. Quicksilver is also used for saving the gold—it being mixed with the dirt, forms an amalgam with all the gold contained in it, and may be separated by heating. More may be learned in regard to the methods of mining by one hour's experience in the mines, than by reading directions during a week. Novices will find the excitement of the business passing away somewhat after a day or two, and will be satisfied to clear off a large space of surface dirt—make all water arrangements complete, and whatever they do, do well, so as to work to advantage when it begins to pay, rather than get some gold the first day, and be obliged to "lay by" for repairs every other day, or two or three hours each day.

## V II.

### CONCLUSION.

SUFFICIENT information has herein been communicated to enable the emigrant to successfully accomplish the journey to the gold-bearing regions of the West, and realize any *reasonable* expectations. The author does not wish to be understood, however, to say that no person can fail to secure a fortune. On the contrary, he expects to see thousands returning in a year or two discouraged and dissatisfied, as men came from California after a few months experience there. Sickness, misfortune and death will overtake and conquer many—crime, idleness and extravagance will involve in ruin hundreds besides their followers—the vice and hideous deformities incident to new countries grown suddenly populous, will be seen in this the newest one of all. The exodus of honest, patriotic, peace-loving citizens will be side by side with that of the gambler, horse-thief, and the more accomplished metropolitan desperado—and the shouts of honorable industry will be mingled with the curses and vile jests of the abandoned of every age and sex. But the good will surpass the evil. A country uninhabited save by wandering tribes, whose delight is blood and plunder, will be filled by an enterprising people and made to blossom as the rose; its broad fields, clothed by nature in all the beauty and richness of garb that fits it for the homes of intelligent people, their children and chil-

dren's children, will be subdued; the mountains will be compelled to disgorge a portion of their illimitable store of valuable metals and precious stones; and, better than all else, a new star will be added to the galaxy of States—a new member introduced into the confederacy, which, by its peculiar position, will assist the unity and symmetry of the whole. What the political complexion of the new commonwealth may be, it is impossible to predict. Undoubtedly, however, it will open a new field for the elucidation of the great principle of squatter sovereignty, which, since its promulgation, has produced such satisfactory results. The people will most certainly regulate their domestic affairs in a way that will suit themselves—and as certainly will it suit them to avoid wranglings over abstract principles which avail them nothing, and turn their attention to those things which are of vital importance to the well-being of a State. They will lay the foundations of the institutions of learning and religion, and thus prepare themselves, in the only possible way, for future usefulness and power. They will build cities and towns—locate and maintain good roads—encourage manufactures, and thus create a home market for their produce. They will desire communication with other portions of the continent, and to this end will build railroads and telegraphs to the East and to the West. All these things will not, however be the fruit of a day. For a time men will work under ground for riches, forsaking all other branches of industry; but the matter will soon be regulated. When it is so regulated, the most desirable

object will be accomplished. The citizens of the new State will be no disturbers, for in their far inland home, depending for ingress and egress upon the older portions of the Union, they will see that their only hope and reliance is in the integrity of the political body of which they must sometime be the heart—the centre. They will form a conservative, continental commonwealth, and as soon as they shall have emerged from their pupilage, and taken their place in the confederacy of States, their banner, unfurled from their lofty mountain battlements, will say alike to the dwellers on the Atlantic and Pacific shores, "Behold our mountain land! the place where Freedom first seeks a refuge from the wilcs of tyranny, and from which she will be last driven out—Patriotism and heroism are at their highest standard in mountain lands!"

## TESTIMONIALS.

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From Hon. G. W. DEITZLER, late Speaker of the House of Representatives of Kansas Territory.

I certify that WM. B. PARSONS, Esq., is a member of the Lawrence company, who returned a short time since from a tour of exploration in the region of country about Pike's Peak.

Mr. Parsons is a young man of undoubted veracity, and his statements, made as they are from *personal observation*, respecting the newly-discovered gold mines in Western Kansas, may be implicitly relied on.

I cheerfully commend his interesting book on the gold mines, different routes, camping places, tools, outfit, etc., to the confidence of the country.

Very respectfully,

G. W. DEITZLER.

Lawrence, Dec. 13th, 1858.

From Hon. O. E. LEARNARD, member of the Territorial Council.

I hereby certify that WILLIAM B. PARSONS, Esq., was a leading member of the "Lawrence Company" which spent the past season in prospecting the mineral regions of Western Kansas. In that capacity he had ample opportunities for a thorough understanding of their resources, the present and prospective yield of the gold mines, the most favorable routes by which they may be reached, and the necessary outfit for the miner. His statements upon this subject

receive the entire confidence of the community in which he lives, and may be relied upon by the public as the most complete and correct of any that have been made.

O. E. LEARNARD.

Lawrence, Dec. 13th, 1858.

From Hon. C. W. BABCOCK, Mayor of Lawrence, K. T., and President of the Territorial Council.

I certify that WILLIAM B. PARSONS, Esq., was a member of the Lawrence company, which went to the mountains in Western Kansas during the past summer, upon an exploring expedition, and that he has had the best of opportunities to become acquainted with the mineral and agricultural resources of that region. My acquaintance with him has been of several years duration, and I unhesitatingly believe, in common with all of the citizens of Lawrence and Douglas County, that his report is strictly correct.

C. W. BABCOCK.

Lawrence, Dec. 13th, 1858.

The author would also respectfully refer to Hon. Marcus J. Parrott, Gov. Chas. Robinson, Hon. Homer E. Royce, M. C. from Vermont, Hon. J. W. Denver, Secretary of Indian Affairs, Washington, D. C., and Hon. Hugh S. Walsh, Secretary of Kansas Territory.

CALEB S. PRATT,

**CONVEYANCER,**

LAWRENCE, K. T.,

(Office over the Post Office.)

~~~~~  
Deeds, Mortgages, Bonds, Pre-emption, Naturalization and Pension Papers, Applications for Bounty Land, etc., drawn up with care.

☞ Titles examined, and Abstracts furnished; collections made and promptly remitted in current funds; Land Warrants sold and loaned on commission; Taxes paid, and money invested for non-residents.

N. B.—Caleb S. Pratt, by virtue of his office of County Clerk, is authorized to administer oaths, and take acknowledgments and depositions.



**GOLD, GOLD, GOLD!**

---

**B. F. DALTON & CO.**

---

**MAMMOTH OUTFITTING ESTABLISHMENT,**  
**LAWRENCE, KANSAS TERRITORY.**

---

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---

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Have purchased in the New York and Boston markets, Goods expressly  
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Rubber Gools of every description, Miners' Boots,  
Wool Over-Shirts, do. Under-Clothes, Pants, (a  
new style, expressly for the Plains,) Vests, Miners'  
Vests, Over-Coats, Under Coats; and, in fact,

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Rubber Caps and Hats, Filibuster Hats, Hats and  
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**Best stock of Gent.'s Furnishing Goods ever  
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